



The Car That Made Good in a Day



STUTZ MOTOR CARS

*An illustrated description of the latest
Standard Models*



STUTZ MOTOR CAR COMPANY OF AMERICA INC.
INDIANAPOLIS, U.S.A.



WE BELIEVE in truth in advertising.

WE BELIEVE that official records of consistent performance in races and daily service are more truthful than the typographical joshing of a well written guarantee and smooth selling talk.

WE BELIEVE winning of important races and events mean nothing to manufacturers or purchasers unless backed up by the same engineering ability, material and workmanship in everyday production, as produced by Stutz.

WE BELIEVE in the honesty of our materials, the thoroughness of our workmanship, the harmony of our design and the high quality of our finish and equipment.

WE BELIEVE the proven strength and stamina of product is a better guarantee of lasting satisfaction than a clever assembly of words or a pretty picture in printers' ink.

WE BELIEVE in the honest value of the Stutz.

W O R L D ' S C H A M P I O N

BORN and reared on the race course, the Stutz rightfully earned a reputation as a fighter and the name Stutz undoubtedly stands preeminent in the racing lore of two continents.

The Stutz is a strong, sturdy car with a distinguished appearance. Our engineers made the race tracks and roads a proving ground for the 16-valve motor and the same engineering ability, material and workmanship which crowned Stutz racing with success enter into the production of every Stutz car today.

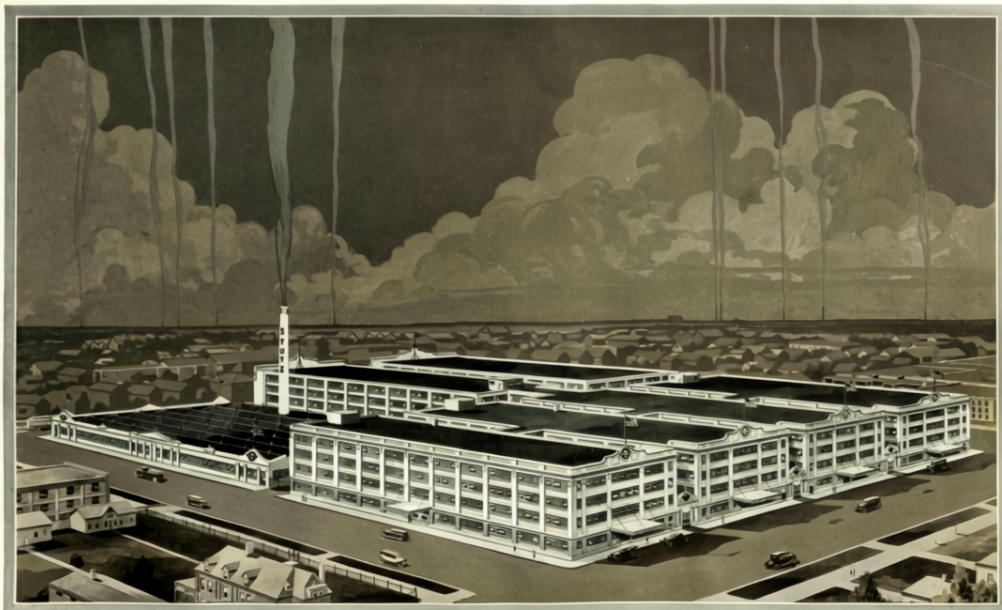
Nine years' careful study and practical engineering stand back of the four models shown. We are marketing a car that has

proven its worth in the hands of thousands of discriminating buyers.

Built to withstand every conceivable strain incident to the roughest use, the only design of car that ever won first and second in four consecutive long distance races is the 16-valve, 4-cylinder, chassis of Stutz construction.

Passing fads in body design have played no part in the success of Stutz. There are no novelties about the motor. With but a few refinements, the Stutz car is the same today as when it was proven in the fiercest of racing competition. The lines of the Stutz are strong and bold, but dignified.

1853
March 1953
L. B. Boring, Mpls.



STUTZ FACTORY—THERE ARE FOUR HUNDRED THOUSAND SQUARE FEET OF FLOOR SPACE IN THE STUTZ FACTORY

THE STUTZ MOTOR CAR COMPANY OF AMERICA, INC.

THE Stutz literally raced its way into the confidence of the motor-loving public.

The first Stutz car placed in the money in the gruelling 300-mile race at Indianapolis in 1911. It made good in a day.

A year later the factory began to manufacture cars for the public.

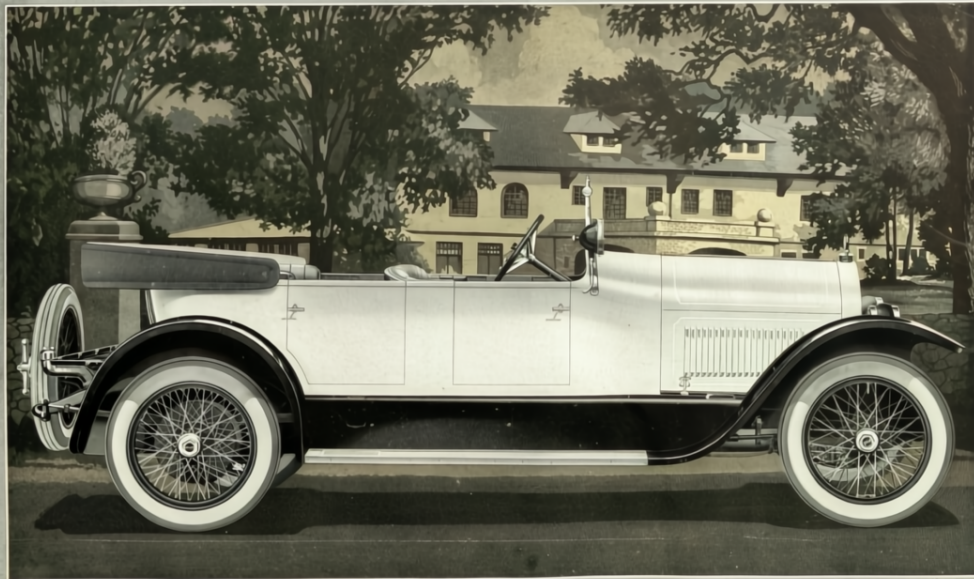
Additional racing laurels were won in 1912-13 and -14 and then came the phenomenal Stutz year, 1915, when the Stutz racing cars won first and second in every big race.

After these successes, when the principles of Stutz construction were fully proven, racing was discontinued. But these records for con-

sistency and durability of performance have never been equalled. In fact, the same cars are still being raced by private owners.

The Stutz Motor Car Company of America, Inc., began producing cars in a very small way. But each succeeding year brought additions to the factory and increased production until now the factory site covers four hundred thousand square feet of floor space, equipped with the most modern factory equipment.

We are building our own 16-valve motor, which was developed on the race course, and this is the fifth year we have used and built this motor of proven value.



SIDE VIEW 4-5 PASSENGER, CLOSE COUPLED
Spare Tire Shown in this Illustration is not Included in Standard Catalog Equipment

T H E S T U T Z

THE 16-valve, 4-cylinder Stutz Motor is the result of several years' practical and successful racing experience, under our own personal management, having met all competition on specially constructed speedways and rough roads. This motor is not a one night's dream, but the result of exhaustive tests obtained from laboratory and actual road tests at low and high speed, as well as for general economy, this being the fifth year Stutz cars have been equipped with this motor. The sturdiness of construction, the careful workmanship, the best quality of material, insuring dependability and efficiency, is evident in this motor, and is characteristic of Stutz design.

The T-head type motor is used, as our past experience has taught us that while the valve in the head construction is slightly more powerful, it has a number of objectionable features which favor T-head construction.

The valves in a 16-valve, 4-cylinder motor are of smaller size, eliminating

the possibility of warping and crystallization from high speed service. The wear on the cams and valve mechanism is reduced very materially. The valve area is greater, however, affording longer duration of maximum gas flow and cleaner scavenging, valve efficiency being of more importance than increased number of cylinders.

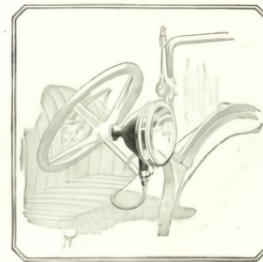
In summary, this motor affords high power, speed, flexibility, simplicity and especially smoothness and economy in operation, and is capable of performing every demand of motor car users.

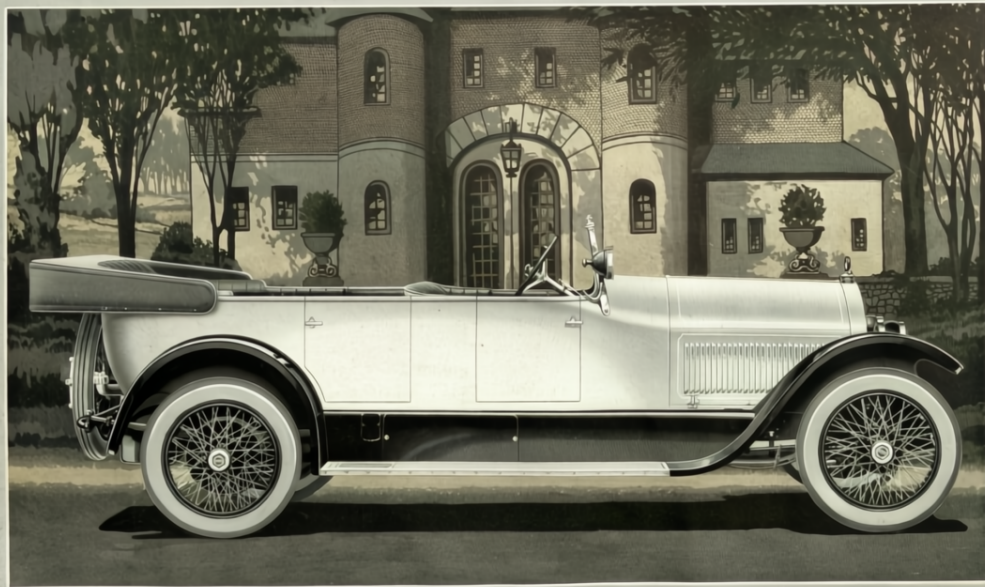
MOTOR

THE motor is Stutz 16-valve, built by the Stutz Motor Car Company of America (Inc.). It is a 4-cylinder T-head type, cylinders cast en bloc with a $4\frac{3}{8}$ -inch bore having a 6-inch stroke.

CYLINDERS

EXTRAORDINARY accuracy and precision is demanded in the making of the cylinders. They must be absolutely right to insure smooth action. They are con-





SIDE VIEW 6-7 PASSENGER

Spare Tire Shown in this Illustration is not Included in Standard Catalog Equipment

structed from a superfine grade of close-grain gray iron and are cast en bloc. The valve chamber, water jacket and cylinder heads are cast integral. A polished aluminum plate covers the top.

PISTONS AND PINS

THE pistons are ground to just the proper degree to allow for all necessary expansion under the most trying conditions, the piston carrying three piston rings, two of which are located at the top of the piston, the third one at the lower end of the skirt. The piston also contains an oil groove which circles the entire piston allowing the film of oil gathered from the sides of the cylinder wall to flow into the piston pins, thereby lubricating same where the pin enters the piston. The wrist pins are of hollow steel hardened and ground. These pins float in both piston and connecting rod, thereby eliminating any possible chance of binding.

CONNECTING RODS AND BEARINGS

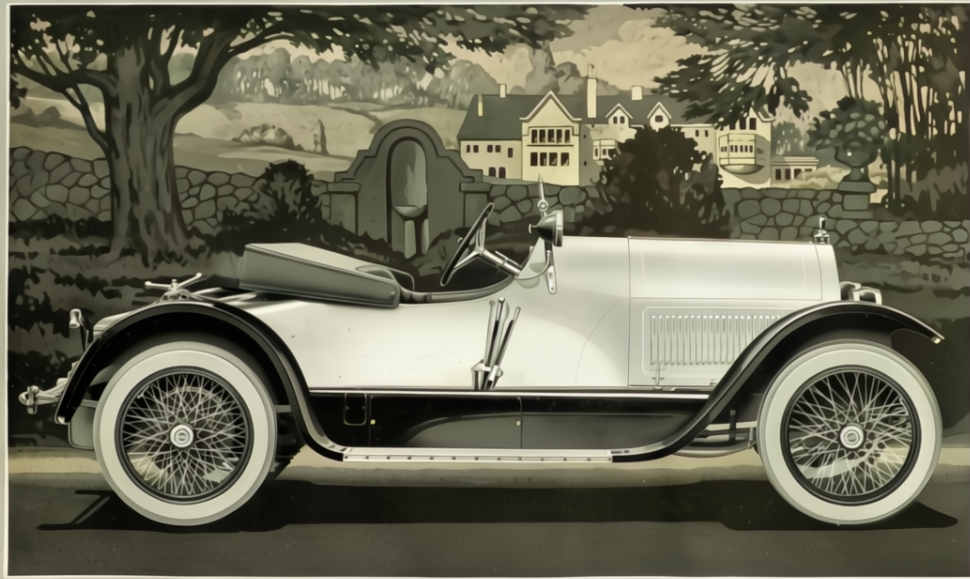
THE I-beam construction of the connecting rods insures a wonderfully steady and lasting service. Bushed with nickel babbitt and backed with bronze, they are doubly strong at the points of greatest wear. All bearings are hand scraped and fitted.

CRANKSHAFT

ON no other part of the motor, perhaps, is there greater strain than on the crankshaft. The Stutz crankshaft is made of the very finest grade steel and is subjected to a special heat treatment to give it further strength. It is held in perfect alignment by three extra long crankshaft bearings; the front bearing is $3\frac{3}{4}$ inches in length, center bearing 3 inches in length, rear bearing $4\frac{1}{2}$ inches in length. Crankshaft connecting rod bearings $2\frac{3}{4}$ inches in length, crankshaft $2\frac{1}{2}$ inches in diameter, all main bearings $2\frac{1}{2}$ inches in diameter. Crankshaft and all crankshaft bearings have been enlarged over those used in previous models. The bearing seats, as well as the bearings, are carefully scraped in by hand. The camshafts are of the same high grade material as the crankshaft. They run in large bronze bearings, provision for lubricating of same is taken care of by means of large oil ducts cast in the bearings which catches the oil from the splash.

PUSH RODS AND VALVES

THE especially fine grade of steel that is used in making the push rods of the Stutz motor is one big reason for their continuous serviceability. They are of the roller type, of extra large diameter and operate in unusually



SIDE VIEW BEARCAT

Spare Tire Shown in this Illustration is not Included in Standard Catalog Equipment

has been designed. An extra large cellular radiator, capable of cooling a much larger motor than the Stutz, supplies more than ample water capacity. This water is forced through the large water jackets that surround the cylinders by a large centrifugal pump. In addition, an especially designed fan of four-blade type of more than ordinary efficiency acts as a further aid to the cooling process. A Boyce motometer is also mounted on the filler cap. Motometers on Stutz cars are furnished as regular equipment (no extra charge being made for same).

IGNITION

DELCO Dual Head Distributor which permits the running on either single or double set of spark plugs.

CARBURETOR

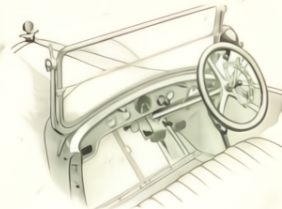
A STROMBERG carburetor is used on all Stutz cars. In the many severe tests through which the Stutz has been put, this make has proven its superiority. It has met every demand quickly and efficiently.

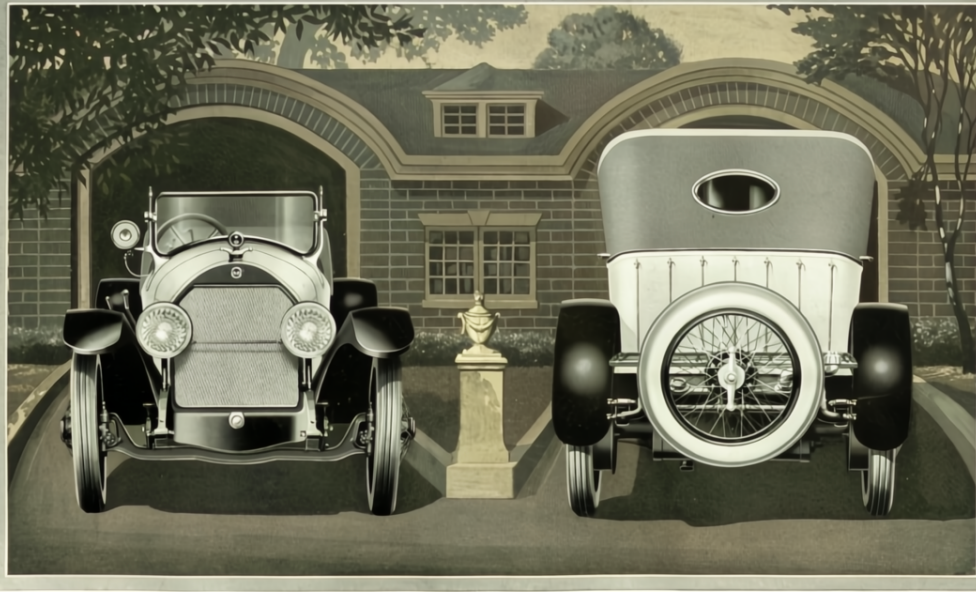
The gasoline tank is located on rear, from which gasoline is forced to carburetor by pressure supplied by motor-driven pump, having a hand auxiliary pump located on instrument board for emergency. At low speed the gasoline is taken from a spray nozzle located

in the Venturi Tube, through which the hot air passes. It is equipped also with a second nozzle in the center of the air valve, which regulates automatically upon the opening of the air valve, supplying exactly the correct volume of gasoline for high speed and heavy duty work. Two controls are placed on the steering wheel post to regulate the flow of gasoline, also to cut off all air from carburetor intake when starting.

CLUTCH

THE Stutz Motor Car Company of America (Inc.) have made many exhaustive experiments to obtain for their cars a clutch that is trouble-proof—one that would operate freely and engage properly. As a result we have adopted a dry plate multiple disc clutch of the 13 plate type, having seven driving plates which are lined with moulded non-burnable composition, while the driven discs consist of six plates of special hardened steel. All the discs and the clutch in its entirety are enclosed in a dust-proof fly-wheel





FRONT VIEW BEARCAT

REAR VIEW 4-5 PASSENGER, CLOSE COUPLED

Spare Tire Shown in this Illustration is not Included in Standard Catalog Equipment

housing. By using this type of clutch it permits us to use 100 per cent ball thrust bearing in the clutch release instead of the old style clutch rollers formerly used, which bearing, being located in the clutch housing, is dust-proof, and lubrication for which is provided from outside of housing. Clutch and brake pedals are adjustable for short and tall drivers, with a variation in length of about $2\frac{1}{2}$ inches. This feature has met with universal approval. Both clutch as well as brake pedals are longer, thereby giving greater leverage, increasing the ease of clutch and brake operation.

STEERING

NO FINER steering equipment is obtainable than that which is found on Stutz motor cars. This is of the worm and wheel type. Safe, sure and reliable under any and all conditions.

In the Stutz cars this gear is located on the right-hand side. Thrust bearings are located at the top and bottom of the worm gear, and all wearing parts are properly bushed. A steering wheel 18 inches in diameter, with a steering post 2 inches in diameter, provides a steering apparatus amply large to manipulate with ease. It also adds wonderfully to the appearance of the car.

The aluminum spider is cast in one piece. To the rim is

attached a genuine English walnut grip. On top of the wheel is located the throttle and spark control with an extra wide double sector. The horn button, located on head of steering post, permits quick action of horn operation.

CONTROL

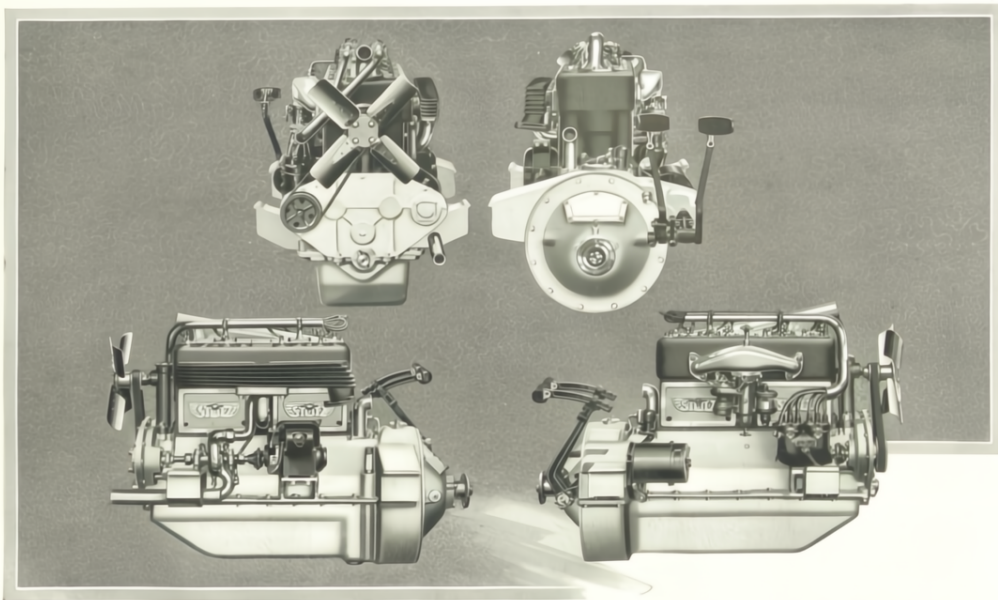
DIRECTLY to the right of the driver and within easy reach so that the hand seems to fall naturally upon it, is the control. This control consists of three speeds forward and one reverse, and is operated by a heavily nicked lever, provided with a convenient and easily handled ball grip. Directly to the right of this control lever is located the quick-acting emergency brake lever. The entire control is concealed inside body on all models excepting Bearcat.

DRIVE

ESPECIALLY efficient is the absolutely straight line drive. This system is provided with a double knuckle universal joint, immediately to the rear of the clutch. The drive is through a torsion tube and fork, attached to a torsion bracket on a dropped forged cross-member of the frame. With a straight line drive there is no loss of power.

TRANSMISSION

SELECTIVE three speeds forward and reverse. Possibly no part of a motor car is more delicate than the trans-



VIEWS OF STUTZ MOTOR—(UPPER) FRONT AND REAR; (LOWER) EXHAUST AND INTAKE

mission. This must be right if the car is built to last. The transmission on Stutz cars is protected from wear and strain in every conceivable way. The forward end of the propeller shaft runs on roller bearings. In fact, entirely throughout the transmission, annular bearings of large size are used. The sliding shaft has four integral key-ways milled from a solid bar. The differential gears are of the spiral bevel type, with large coarse pitch gears, heat treated. This combines tremendous strength with wonderful wearing qualities. The gear shift mechanism is located parallel to the torsion tube and so designed as to insure positive locking, even with the roughest treatment. The design eliminates the possibility of gears being thrown out of mesh. All parts are fully protected from dirt and water and all internal parts run in an oil bath protected by felt washers and retainers. Oil and grease cups are freely used on all moving parts.

BRAKES

BRAKES are of the twin internal expanding type. Brake shoes are faced with approved lining. Brake drums are 16 inches in diameter and $4\frac{1}{2}$ inches wide, an unusually large braking surface. The entire brake mechanism is enclosed in a dirt-proof housing. These brakes are absolutely positive under the most severe conditions.

WHEELS

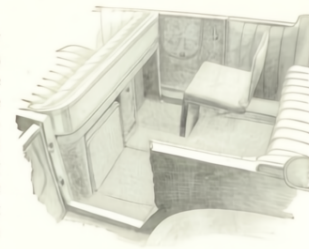
ON all Stutz cars for this series wire wheels of latest type will be used. These are equipped with detachable rims, and are the easiest riding and most elastic wheels on the market today. On Stutz cars wire wheels are furnished as regular equipment (no extra charge being made for same).

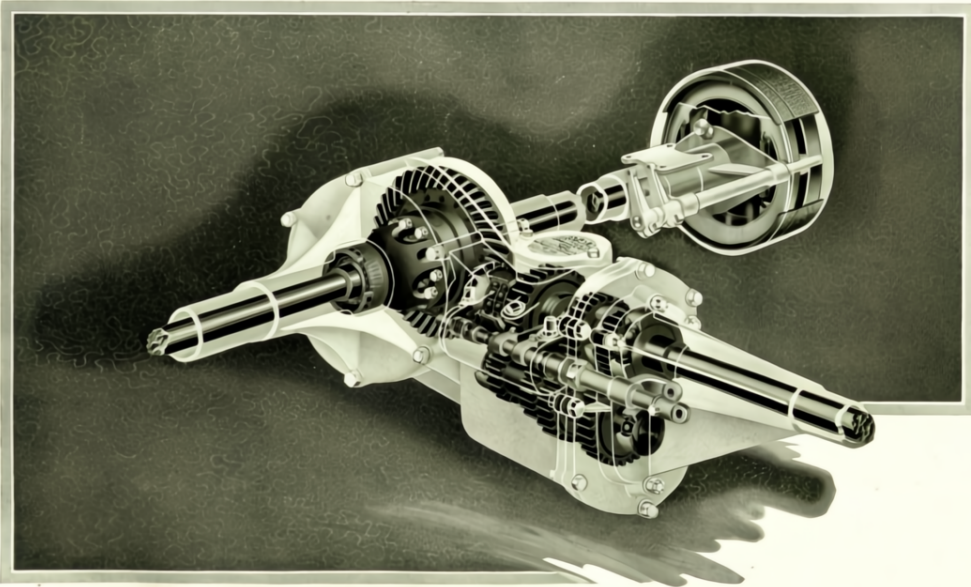
TIRES

THERE is no extra expense for durable tires when you buy a Stutz. The use of oversize tires gives greater mileage and greater riding comfort. The size of the tires are far above the ordinary specified for a car of this weight. All Stutz cars are equipped with Cord tires, which are furnished as regular equipment.

FINISH

EXTRAORDINARY care is taken in finishing the Stutz. The Stutz is hand painted. With the mechanical





TRANSMISSION AND REAR AXLE

equipment built to last many seasons, it is quite natural that the finish should correspond in lasting qualities. An option of color scheme is allowed the purchaser. For full particulars, see page 30.

FENDERS

THE Stutz fenders are of a crowned design, and are made of heavy sheet steel reinforced along the edges with angle steel, and well braced from the frame and to the body, making them strong and rigid. The splashers entirely conceal the frame and lend beauty to the car.

MISCELLANEOUS

ALL of the smaller instruments and accessories that are used in the Stutz motor car are of the very finest procurable today. All instruments are mounted on a highly finished walnut instrument board accessible to driver, and are protected from the weather by an overhanging cowl. In each and every instance they have been subjected to close scrutiny and careful test, and their use was determined upon only by their unusual efficiency and superior facilities. Details of the equipment will be found on page 30.

FRONT AXLE

IN the career of an automobile, there is a constant succession of jolts, bumps and other road shocks. The

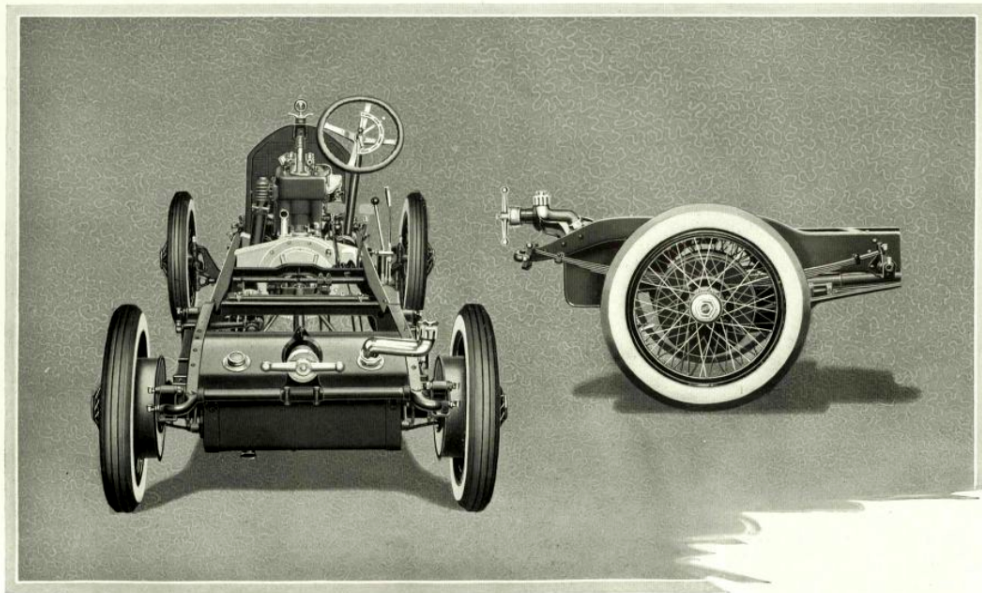
front axle of a car is the part that feels them first. That it may not be affected, and give a continuous satisfactory service, it must necessarily have great strength. This has been carefully considered in building the Stutz.

The front axle is especially designed for strength, and it is considered the very best. It is drop-forged, I-beam in section and with extra large steering knuckles. Roller bearings are used in head of each steering knuckle, as well as in each front wheel, reducing wear to a minimum and providing a freedom and ease in steering that is unsurpassed.

REAR SYSTEM

THE rear system of the Stutz is a marvel of completeness and thoroughness. Nothing has been left to guess work; nothing experimental has been indulged in; nothing has been neglected. It is the result of the most careful thought and experience combined with materials of the highest proven quality. It has been designed to and it does perform its function surely and satisfactorily.

The design is the same as has been used in all Stutz cars since the beginning of the business. The size, however, has been considerably enlarged. Axle shafts are of chrome nickel steel, heat treated, their outer ends being carried by large annular bearings, the type of construction employed in the highest price foreign and American



REAR VIEW CHASSIS

SPRING SUSPENSION AND TIRE CARRIER

cars. The entire rear system is of sturdy construction. Axles have squared ends for the rear wheels instead of wheels being keyed on, with round tapered collars fitted to hold the wheels true. Shafts can be removed by taking off the bearing retainer, obviating the necessity of taking down the differential to remove the axles. An outside adjustment is provided for changing the mesh of the driving gear and pinion when necessary. The removal of two small plates, one on each side of the differential housing, exposes an adjusting collar, through the medium of which the drive gear can be moved in either direction.

SPRINGS

THE easy riding comfort—the wonderful roadability of Stutz motor cars—is due in a great measure to the exceptional quality of the springs. Only the very best alloy spring steel is used in their construction. Both the front and rear springs are of the semi-elliptic type with graduated leaves, insuring long life and paramount service. The rear springs are extra long, full sixty inches in length by two inches wide. These are supported by drop-forged steel loops. To further insure strength and stability, they are also held in position with double shackles. The spring bolts are hardened and ground, being much larger in diameter than those previously

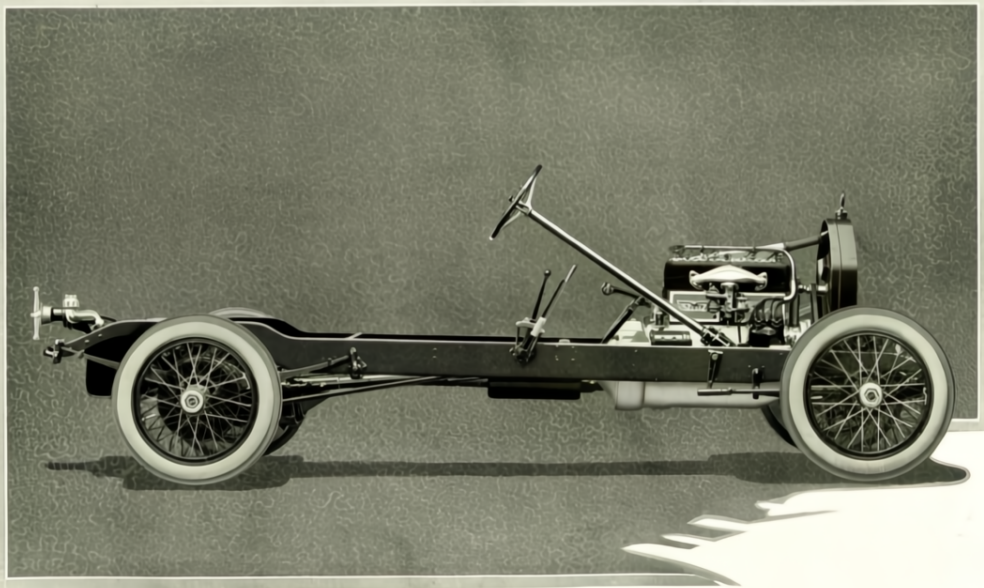
used. That the springs may be sufficiently lubricated, all bolts are bored and counterbored to provide for oil, and having oil cups with oil reservoir, which is easily filled by use of an ordinary oil can. All Stutz cars are equipped with Hartford shock absorbers (racing type) all around, which are furnished as regular equipment (no extra charge being made for same).

FRAME

THE frame is a pressed steel channel 7 inches deep with a reinforcement to the width of $2\frac{3}{4}$ inches on top and bottom, and in the middle of the frame where the greatest strains occur to prevent side sway and whip of both the front and rear end of the frame the cross members are unusually sturdy. The cross members are scientifically designed and are located at exactly proper points to add the greatest strength. The frame has a kick-up of 3 inches in the rear, which is a wonderful advantage in securing a straight line drive. The frame is known as the taper type design.

BODIES

OUR Roadster and Bearcat bodies speak for themselves. We consider them in a class by themselves, there being nothing on the market today that can compare with these bodies in the beauty of their lines and the graceful, snappy appearance on the road. Both bodies are con-



FULL SIDE VIEW SHOWING STURDY CONSTRUCTION OF STUTZ CHASSIS

constructed with large carrying space in deck. Roadster body has carrying space in rear of seat, which is accessible by removing left half of back cushion. Lock is provided so that this luggage compartment can be locked securely upon leaving car. Special glove box compartment is provided around the back of the seat at the top, which is very handy for carrying small parcels and gloves. This is also provided with lock.

The 4-5 passenger body is of the close coupled design having very smart lines and is exceptionally good looking throughout. Special provision is made for carrying luggage on the back of this body by means of a specially constructed folding luggage rack. The body is protected from luggage rubbing body by means of nickel plated guard strips running up and down the body the entire width of the rack. All doors are exceptionally large, being of the full square type, allowing ample room for access to the rear as well as front seat.

The 6-7 passenger body has almost as much room in the front as the Roadster. The width of the body affords



comfortable room for three people in the tonneau seat. The two folding auxiliary seats supply room for the two additional passengers. When not in use these seats fold flush into the rear of the front seat. In designing bodies for this series of cars our engineers kept in mind at all times our desire to incorporate all the comfort that was possible and at the same time keep our body lines which have been so distinctive on Stutz cars. We are pleased to announce that we have at last incorporated the necessary comfort in all of this series Stutz cars—that comfort which has been unknown to Stutz owners and buyers heretofore.

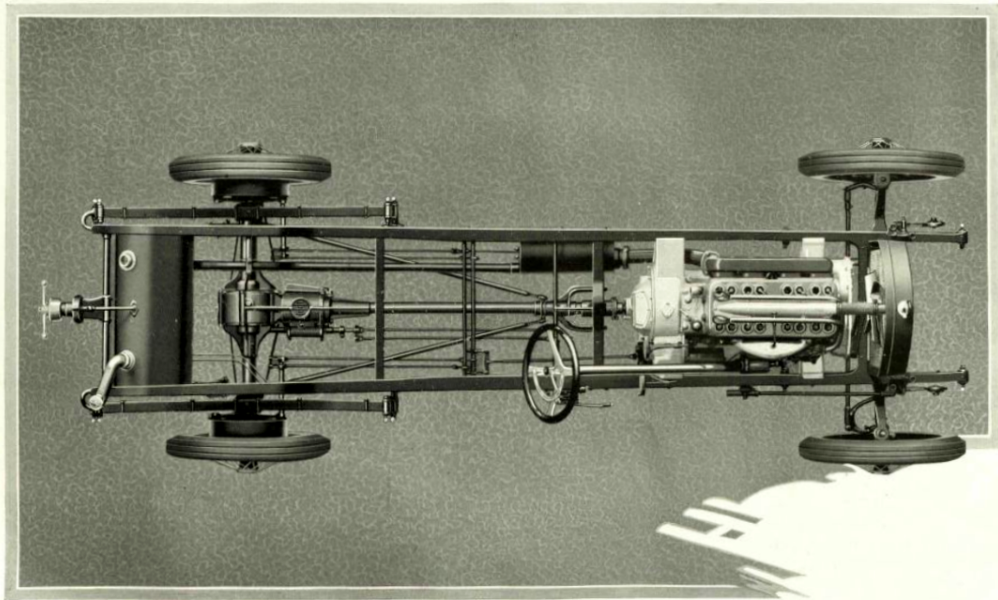
This series of Stutz cars is equipped with curtains that open and close with the doors.

All Stutz cars have the low slung racy appearance so popular with Stutz owners in the past and are designed for comfort as well as class. The torpedo effect is carried out in all models.

Your particular attention is called to the extreme easy riding and control of all of this series cars.

THOROUGH ROAD TESTING

IN THE early days of modern automobile building, before large production was in vogue, practically every manufacturer tested his cars on the road before the machines



PLAN VIEW OF STURDILY CONSTRUCTED STUTZ

were released to the purchaser. Very few cars are road tested these days.

But the Stutz production has been limited to permit the efficient manufacturing of the famous Stutz car, to maintain the high standard that was set by its racing ancestors when every part of the car, even to the last bolt and nut, was carefully inspected and tested before the car was ready for use.

Every Stutz car is thoroughly tested through actual use before it is released. As soon as the motor is placed in the chassis, it is sent to the testing department where expert mechanics take it in charge. A small body and factory wheels are attached to the chassis and the car is given a thorough test on the road.

All adjustments are then made and the motor is not passed until it conforms to the exacting Stutz standards in every particular. Then the body is placed on the chassis and the car is again driven by test pilots.

CAREFULLY BUILT

STUTZ cars give the maximum service with minimum adjustments and repairs in the hands of owners because they are carefully built and tested at the factory.

The Stutz is as carefully constructed now as when only one or two cars were being built each day. It is

true that special machinery has eliminated much of the hand work which was deemed unnecessary, but the Stutz car is essentially custom built.

The Stutz factory is most modern, embodying all the features that go to make the builders of Stutz cars contented. One could not imagine a cleaner or more orderly and efficient factory.

The employees work in a satisfying atmosphere; they believe in Stutz cars and take pride in building them.

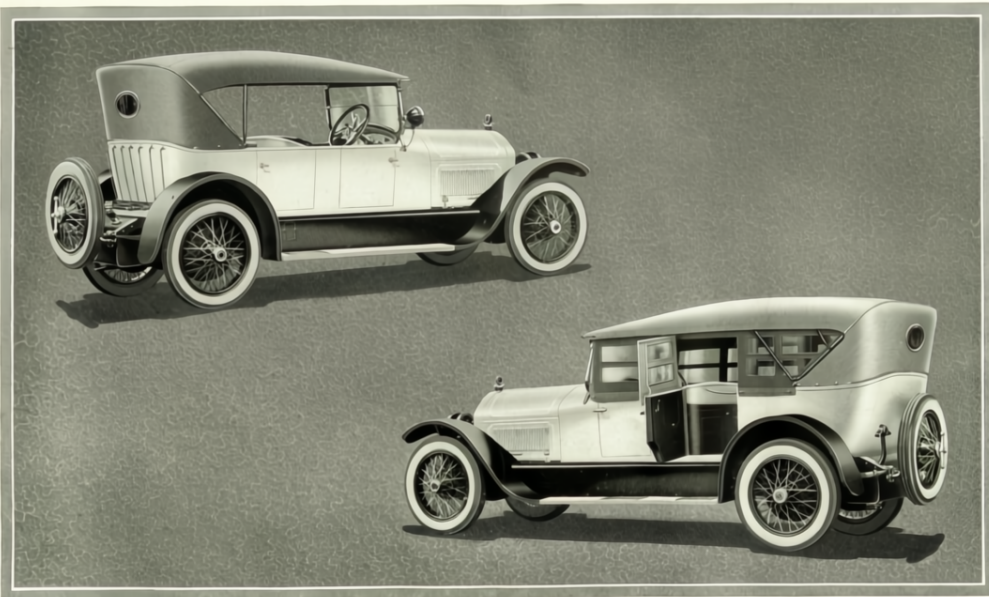
All of these points lead up to the satisfaction of Stutz owners. The car is built to perfection by men familiar with the traditions of the great automobile. They build well, and this great satisfaction is radiated to owners of Stutz cars.

Many Stutz owners could afford a car priced thousands of dollars more than is asked for Stutz, but they continue to favor the sturdy master of the road and boulevard because it has satisfied them.

You cannot buy more than satisfaction at any price.

FEATURES FOR WHICH STUTZ CARS ARE FAMOUS

FOUR-CYLINDER, 16-valve T-head motor, built in our own plant. Extreme heavy front axle with roller bearings in the head, as well as front wheels. Worm and wheel



4-5 CLOSE COUPLED

6-7 PASSENGER TOURING

type of steering gear. Transmission on rear axle and of unusual heavy construction, with annular bearings.

Frame built exceptionally heavy and strong; in fact the whole frame assembly, as well as the balance of the car, is built exceptionally heavy, which is very noticeable from first glance at the car.

Low, racy suspension is characteristic of the Stutz car throughout, which makes the car exceptionally easy to control on the road; in fact has no comparison; neither does it offer any apologies in the way of quick acceleration, together with power as well as service which it renders its owners.

Stutz cars are noticeable in design, in appearance and construction, in handling on the road, acceleration, ease of control, in riding as well as in service. Compare the entire make-up of the Stutz from the ground up, from the most minute detail to its very expensive and complete equipment, such as motometer, wire wheels, spotlight, Hartford racing shock absorbers, and cord tires. These items alone, as compared with equipment on any other make of car, will surprise you, especially if you attempt to equip a car the

same as all Stutz cars are equipped as regular standard equipment, for which no extra charge is made. We particularly call your attention to these items for your consideration.

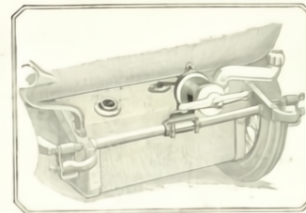
The Stutz car is an aristocrat, yet it is not priced high. The best materials obtainable along with skilled workmanship go into the make-up of Stutz cars. It is assurance that it will be a good car for many years.

It is not uncommon to find that persons who do not know the quoted prices of Stutz automobiles, place a valuation on the car of hundreds of dollars more than is asked.

The confidence of the motor buying public is respected by Stutz. A reputation that has been gained through years of faithful service to users of motor cars will never be stained with an inferior product.

The sturdy Stutz is built to withstand the unusual service oftentimes demanded of a motor car. It easily qualifies for the demands of the most calculating buyer.

Its serviceability, economy of operation, the graceful manner in which the Stutz carries itself on the road or boulevard, makes it a car with an appreciated value.



S P E C I F I C A T I O N S

4-5 PASSENGER, 6-7 PASSENGER AND ROADSTER

MOTOR—16-valve, 4-cylinder, $4\frac{3}{8}$ x 6, T-head, en bloc.
OILING SYSTEM—Force feed through hollow crankshaft. Oil gauge on instrument board.
WHEELBASE—130 inches.
GAUGE—56 inches.
TIRES—32 x $4\frac{1}{2}$, Cord.
WHEELS—Wire.
LIGHTING SYSTEM—Electric Generator especially designed for Stutz cars, with storage battery.
STARTER—Electric Starting Motor especially designed for Stutz cars.
FRONT AXLE—Stutz Special, extra heavy.
REAR AXLE—Stutz Special.
TRANSMISSION—Stutz Special.
FRONT SPRINGS—Semi-elliptic, special alloy steel.
REAR SPRINGS—Semi-elliptic, special alloy steel, 60 inches long.
IGNITION—Delco Dual Head Distributor.
CARBURETOR—Stromberg, improved type.
GASOLINE SUPPLY—Gas tank in rear; pressure system.
COOLING SYSTEM—Centrifugal pump; radiator cellular.
CLUTCH—Dry multiple disc.
STEERING—Worm and wheel—high-grade type.
HORN—Electric (under hood).

CLEARANCE—9½ inches.

TRIMMING—Black and nickel.

PAINTING—6-7 Passenger—Option: Elephant gray, blue; 4-5 Passenger—Option: Royal Red, blue; Roadster—Option: Elephant gray, Royal red.

UPHOLSTERY—Blue, Spanish. Hand-buffed.

EQUIPMENT—Neverleek one-man top with boot and side curtains, opening and closing with doors, plate glass in back curtain. Stutz special rain-vision overlapping windshield, 75-mile speedometer. Hartford shock absorbers front and rear (racing type), single tire irons. One extra wheel. Boyce motometer. Complete tool kit. Pump and jack. Searchlight. Foot rest and robe rail, excepting on Roadster. 4-5 passenger carries luggage rack.

BEARCAT

MOTOR—16-valve, 4-cylinder, $4\frac{3}{8}$ x 6, T-head, en bloc.
OILING SYSTEM—Force feed through hollow crankshaft. Oil gauge on instrument board.
WHEELBASE—120 inches.
GAUGE—56 inches.
TIRES—32 x $4\frac{1}{2}$, Cord.
WHEELS—Wire.
LIGHTING SYSTEM—Electric Generator especially designed for Stutz cars, with storage battery.

STARTER—Electric Starting Motor especially designed for Stutz cars.

FRONT AXLE—Stutz Special, extra heavy.

REAR AXLE—Stutz Special.

TRANSMISSION—Stutz Special.

FRONT SPRINGS—Semi-elliptic, special alloy steel.
REAR SPRINGS—Semi-elliptic, special alloy steel, 60 inches long.

IGNITION—Delco Dual Head Distributor.

CARBURETOR—Stromberg, improved type.

GASOLINE SUPPLY—Gas tank in rear; pressure system.

COOLING SYSTEM—Centrifugal pump; radiator cellular.

CLUTCH—Dry multiple disc.

STEERING—Worm and wheel—high-grade type.

HORN—Electric (under hood).

CLEARANCE—9½ inches.

TRIMMING—Black and nickel.

PAINTING—Option: Elephant gray, Yellow, Royal red.

UPHOLSTERY—Blue, Spanish. Hand-buffed.

EQUIPMENT—Neverleek special top, side curtains and top boot, with plate glass in back curtain. Stutz special rain-vision one piece windshield. 75-mile speedometer. Hartford shock absorbers front and rear (racing type), single tire irons. One extra wheel. Boyce motometer. Complete tool kit. Pump and jack. Searchlight.

The Stutz Motor Car Company of America (Inc.) reserve the right to make any changes in construction of Stutz cars at any time and in such a manner as in their judgment will result in the betterment of their product; or such changes as the raw material conditions make necessary
All prices f. o. b. Indianapolis, Indiana
Prices subject to change without notice

STANDARD SERVICE POLICY

THE Stutz Motor Car Company of America (Inc.), through its dealers, aims to give all purchasers of Stutz cars uniformly fair, courteous and businesslike treatment and to assist them in every reasonable way to keep their cars in good running condition.

The principles of this policy are:

FIRST—To fulfill the obligations assumed under the manufacturer's warranty.

SECOND—To furnish repair parts as promptly as possible at our current prices.

THIRD—To maintain facilities for making repairs, adjustments,

and do general overhauling in a prompt and competent manner at reasonable charges.

FOURTH—To make inspections and adjustments, not necessitated by neglect or abuse, free of charge for one month following delivery of a new car to purchaser, and thereafter at our regular prices.

FIFTH—To furnish printed instructions in the operation and care of our cars.

SIXTH—Service to be rendered does not include furnishing repair parts or labor without charge, except as provided in the warranty and in the following specific clauses of this Service Policy:

REPLACEMENT OF DEFECTIVE PARTS

(a) Within ninety (90) days after delivery of a new car to purchaser the Stutz Company will furnish, free of charge at the factory, duplicate parts to replace any parts as covered by our warranty that are returned to the factory with shipping charges prepaid and which are determined by the company to have been defective in material or workmanship, or it will put such parts in condition as good as new without charge.

(b) Within ninety (90) days after delivery of a new car to the purchaser the dealer will install, free of labor charges, any parts that the factory furnishes free of cost to replace any parts determined by the factory to be defective, the purchaser to assume cost of parts and installation of same pending factory decision.

(c) The party returning the parts will be notified promptly of the decision of the factory regarding allowance of a claim for replacement or repair of parts returned.

INSPECTION AND ADJUSTMENT

(d) Cars brought to service stations maintained by factory, branch or dealer will be inspected and all necessary adjustments will be made as in paragraphs (e) and (f), without charge during the first month after delivery of a new car to purchaser, provided the car has not been tampered with nor injured by accident or neglect. After the first month adjustments will be made at the regular charges of the service station.

(e) Inspection includes examination and report of the condition of the car.

(f) Adjustment includes only such adjustments as inspection has found necessary to put the car in good operating condition.

(g) Every dealer is expected to give the same inspection and adjustment service on the cars made by this company without regard to the territory in which they were bought.

REPAIRS, REPLACEMENTS, ETC.

(h) All work not included in inspection and necessary adjustment during the first month, or installation of replacements under the warranty, will be charged for at regular rates.

(i) When any charge work is to be done and the cost can be estimated in advance, the owner, upon request, will be advised of the amount of the charges before the work is begun.

(j) When it is necessary, for the convenience of the owner, to render service at a distance from the service station, the time spent by employees going to and from the job will be charged for at the regular rates of the station, together with all proper expenses of making the trip, cost of shipping parts, if any, and other necessary incidental expense.

OVERTIME WORK

(k) Any overtime, holiday or Sunday work done upon the request of the owner will be charged for at the regular overtime rate.

INSTRUCTIONS IN CARE AND OPERATION

(l) Instructions in printed form regarding the care and operation of the car and its accessories, and proper method of ordering and returning parts, will be given to the purchaser upon the delivery of the car.

(m) Personal instruction will be given in accordance with the agreement between dealer and customer at the time of purchase.

GENERAL

(n) For service and replacements on engine starters, batteries, magnetos, generators, lamps, carburetors, tires, rims, or other trade accessories that are not made by the manufacturer of the car, application may be made direct to the nearest service station maintained by the maker of such accessory. Dealers will be provided with a list giving names and addresses of the manufacturers of said accessories.

(o) No promise of service, free repair work, inspection or adjustment, except as herein specified, given or made by the dealer, shall be binding on the manufacturer of the car.

(p) To help the dealer carry out the intent of this Service Policy, the owner is requested to furnish all information necessary to the prompt and proper filling of orders and issuing of credits and to observe the requirements regarding return of parts with claims for replacement.

STANDARD WARRANTY

Our warranty is that required of all automobile manufacturers by the National Automobile Chamber of Commerce, and is as follows:

WE WARRANT each new motor vehicle manufactured by us to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser, be returned to us with transportation charges prepaid, and which our examinations shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.

This warranty shall not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident, nor to any commercial vehicle made by us which shall have been operated at a speed exceeding the factory rated speed or loaded beyond the factory rated load capacity.

We make no warranty whatever in respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

STUTZ MOTOR CAR COMPANY OF AMERICA, INC., INDIANAPOLIS, INDIANA



STUTZ

PRICES

Coupe	\$4800
FOUR-PASSENGER	
Touring Car	8850
SIX AND SEVEN-PASSENGER	
Close Coupled	8850
FOUR AND FIVE-PASSENGER	
Roadster	8250
TWO-PASSENGER	
Bearcat	8250
TWO-PASSENGER	

*F. O. B. Indianapolis, Includes Standard Equipment. Excludes
Government War Tax. Subject to Change Without
Notice. Effective July 2, 1921*

STUTZ MOTOR CAR CO. OF AMERICA, INC.
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